

BRIEFING NOTES

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| NAME OF GROUP: | PLANNING COMMISSION |
| DATE, TIME AND PLACE OF MEETING: | Wednesday, March 28, 2018, 3:35 p.m., Council Chambers, County-City Building, 555 South 10 th Street, Lincoln, Nebraska. |
| MEMBERS IN ATTENDANCE: | Tom Beckius, Tracy Corr, Tracy Edgerton, Maja Harris, Chris Hove, Christy Joy and and Sändra Washington; (Deanne Finnegan and Dennis Scheer absent). |
| OTHERS IN ATTENDANCE: | David Cary, Paul Barnes, Mike Brienzo, Andrew Thierolf and Teresa McKinstry of the Planning Dept. |
| STATED PURPOSE: | Briefing on “FY 2018/19 – 2023/24 Capital Improvement Program (CIP) and FY 2019 – 2022 Transportation Improvement Program (TIP)” by Planning Dept. staff. |

Vice-Chair Tracy Corr called the meeting to order and acknowledged the posting of the Open Meetings Act in the back of the room.

Paul Barnes stated this is to review the CIP and TIP. Hard copies of the documents were distributed to the commissioners. This process began last November 2017. This is a little different schedule than previous years. City Council requested materials a little earlier than normal for their budget process. The CIAC (Capital Improvement Advisory Committee) met multiple times. The Planning Commission public hearing on both documents is next Wednesday, April 4, 2018. This is a two-year budget cycle. The CIP shows the plan project name and number, the budget outcome, priority rating and funding. The CIAC is made up of Mayor Beutler and staff from the Planning Dept., Public Works & Utilities and the Finance Dept. The goal is to determine the level of conformity with the Comprehensive Plan. There are different levels of conformity. Projects are in conformance with the plan, generally conform with the plan, not in the plan or not in conformance with the plan. Even if a project is not in conformance with the plan, the City Council can place projects in the budget.

Washington noted that in looking at the first two projects for Fire and Rescue, the note is generally conforms, but the project appears to be needed. Are the projects rated? Barnes replied no. Washington asked if the projects are listed in any particular order. Barnes replied no.

Barnes continued that some other factors of determining conformity are if it a project is explicitly stated in a document and the plan intent. We also look at location and timing of

projects based on growth projections we have. In past years, we have done a FIRE process for Future Infrastructure Request Evaluation. Formal mailings are sent out. We didn't take that approach this year since the Comprehensive Plan was just recently updated. There are three areas, two in Stevens Creek and one in the Southwest Village area having to do with improvements. He believes we were willing to address those requests. The City charter talks about capital improvements. It speaks to a useful life of fifteen years or more. Projects include vehicle replacement and street lights.

Some department highlights are Libraries included replacement of the downtown library in year one. LES (Lincoln Electric System) follows a separate budget cycle. They have their own approval process for the budget. They are required to go through the City process. Parks and Recreation has ongoing general revenue for the Emerald Ash Borer. They have a Livable Neighborhoods coordinated project with Public Works & Utilities and Urban Development. Public Safety covers Lincoln Police Dept. and the Fire Dept. They are proposing a joint public safety bond in year six. They are looking at a combination of the two departments projects in year six. Urban Development has added Livable Neighborhoods as well. There is a new project called Downtown Irrigation, along with a public parking garage in year one, Broadband is continuing their accessibility across the City. Solid Waste has recycling drop-off site improvements and new location. StarTran is showing relocation of their maintenance facility. That is proposed in year three. Wastewater and Water are both assuming a rate increase of 5%. We did an analysis of past developer obligations and those are all being met with this CIP. There are projects happening across the community. Maps in the CIP show where some projects are happening. Water has an emphasis on maintaining the existing system as well as meeting the growth demands. Watershed Management had general obligation bonds in years one and four. Streets and Highways now includes street operations and maintenance. Through the LNKStat process, there was an identified need for money for sidewalk repair. There are some significant roadway projects and Livable Neighborhoods is listed in this department as well. The CIP can be found online at: <http://www.lincoln.ne.gov/city/plan/long/cip/2018-24/index.htm>.

Beckius questioned if conformance is voted on for individual requests or larger pieces. Barnes replied that the Planning Commission recommendation on the CIP will be for conformance as a whole.

Harris questioned if the developer requests are in the document. Barnes noted that all projects are in conformance with the Comprehensive Plan. The challenge is the funding and the timeline. They are in the CIP. They may not be as originally requested. One project was requested for year-two, but is in the CIP for year-three. David Cary added that next week, some members of the building community might be here to ask questions or to request projects be added. We are asking that this document be voted on as it stands. A lot of the strategy now is to have as much of these programs include projects, so when the budget process comes

around, they are covered. They may or may not be funded as part of the budget, but will have this process done as to conformity.

Beckius wondered if the document can be changed at this point. Cary doesn't recall the document being changed in the past. That being said, there is value to have the conversation and comments on the record

Mike Brienzo appeared to present the TIP. The MPO (Metropolitan Planning Organization) has a little different structure. The MPO generally addresses the LRTP (Long Range Transportation Plan) for projects. The policy portion of the plan is the same as the Comprehensive Plan. The MPO is housed within the City of Lincoln and produces a TIP which is a Federal requirement. The purpose is to provide a coordinated list of projects designed to meet Federal requirements. The TIP is updated annually and coordinated with the State TIP. There is a four-year schedule of projects. It can be amended as needed to add, delete and modify projects. The LRTP is the cornerstone, the projects must come from there. The TIP is fiscally constrained. The TIP is coordinated with the City, County and State TIP. The MPO planning area is Lancaster County.

This is the public review of the document. Any comments received or made will become part of the document. The MPO Technical Committee reviews all input and forwards their recommendations to the MPO Officials Committee. The final document is forwarded to the NDOT (Nebraska Department of Transportation) for inclusion in the State TIP. The program is made up of different types of projects. Projects from the CIP are the bulk of the funding. There are also City, County and State projects for maintenance and rehabilitation. Intelligent Transportation System and Traffic Operations and Management programs such as Green Light Lincoln are covered. Safety projects are highlighted. We have an extensive list of alternative transportation enhancements. Each entity is listed separately in the document. Most State projects are maintenance and rehab. The top City projects are group projects such as traffic signals and safety improvements. The City is participating in the South Beltway. Transit is a large part of the CIP. They are primarily focused on maintaining and upgrading their vehicles. The RTSD (Railroad Transportation Safety District) has been working on the 33rd St. and Cornhusker Hwy. project. There are six significant trail projects. The TIP schedule is tied in with the CIP. The Planning Commission will review the TIP and CIP at their public hearing next week.

Harris inquired if there is any funding for the driverless shuttle. Barnes replied that is coming from a grant. He believes there are some funds in the two years. Brienzo added that is an exciting project. It is getting national recognition.

There being no further business, the meeting was adjourned at 4:25 p.m.